

AMENDMENTS TO THE CLAIMS:

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1. (Currently Amended) A door handle arrangement for a door of a vehicle, comprising an outside handle pull for opening a door lock and the door, said outside handle being mounted at a forward or rear end, relative to a longitudinal axis of the vehicle, to a carrier component within a mounting, such that said handle pull can pivot longitudinally around a swiveling axis, and such that the handle pull pivots toward an outside when the door lock is opened, said swiveling axis intersecting said forward or rear end,

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wherein the mounting is designed such that the swiveling axis is tilted relative to a vertical axis of the mounting, such that the handle pull pivots upward and toward the outside when the door lock is opened, while the carrier component does not pivot.

2. (Currently Amended) A door handle arrangement according to Claim 1,

wherein the handle pull is guided within a guide mechanism, at an end that faces away from the mounting, with sides of the guide mechanism defining a guide direction that is tilted relative to a horizontal axis of the mounting, and

wherein an angle between the guide direction and the horizontal axis of the mounting is substantially equal to an angle formed between the swiveling axis and the vertical axis of the mounting.

3. (Original) A door handle arrangement according to Claim 2, wherein a guide element held within the guide mechanism of the handle pull is equipped with contact zones, which extend substantially parallel to the corresponding sides of the guide mechanism.

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4. (Previously Amended) A door handle arrangement according to Claim 1, wherein the handle pull is equipped with a manually actuated hand grip between the end and an end facing away from the mounting, and wherein an outer side of the hand grip, which faces away from the door, extends approximately perpendicular to the door, at least in areas.
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5. (Original) A door handle arrangement according to Claim 2, wherein the handle pull is equipped with a manually actuated hand grip between the two ends, and wherein an outer side of the hand grip, which faces away from the door, extends approximately perpendicular to the door, at least in areas.
6. (Original) A door handle arrangement according to Claim 3, wherein the handle pull is equipped with a manually actuated hand grip between the two ends, and wherein an outer side of the hand grip, which faces away from the door, extends approximately perpendicular to the door, at least in areas.
7. (Currently Amended) A door handle arrangement according to Claim 1, wherein at least in an area of the ends, an upper side or an underneath side of the handle pull extends approximately horizontally to the vehicle.
8. (Currently Amended) A door handle arrangement according to Claim 2, wherein at least in an area of the ends, an upper side or an underneath side of the handle pull extends approximately horizontally to the vehicle.

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9. (Currently Amended) A door handle arrangement according to Claim 3, wherein at least in an area of the ends, an upper side or an underneath side of the handle pull extends approximately horizontally to the vehicle.

10. (Currently Amended) A door handle arrangement according to Claim 4, wherein at least in an area of the ends, an upper side or an underneath side of the handle pull extends approximately horizontally to the vehicle.

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11. (Currently Amended) A door handle assembly for a vehicle door, comprising:

an exterior handle pull for opening a door lock and the door,

a support component having a mounting, the handle pull being mounted at a first longitudinal end within the mounting thereby the handle pull pivots longitudinally about a swiveling axis to open the door lock,

wherein the mounting is inclined upwards toward an exterior of the vehicle so that the swiveling axis is tilted relative to a vertical axis of the mounting and the handle pull pivots upward and outward when the door lock is opened.

12. (Original) A door handle assembly according to Claim 11, wherein the handle pull is guided within a guide at a second longitudinal end, a side of the guide defining a guide direction which is substantially perpendicular to the swiveling axis.

13. (Currently Amended) A method of making a door handle arrangement for a vehicle door, having an outside handle pull for operatively opening a door lock and the door, comprising:

providing a carrier component with a mounting in the vehicle door,

arranging the mounting to incline upwards towards an exterior of the door, and

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mounting the outside handle pull at a longitudinal end within the mounting so that the handle pull pivots longitudinally outwardly about a swiveling axis and the swiveling axis is tilted relative to a vertical axis of the mounting.

14. (Currently Amended) A method according to Claim 13,

wherein the handle pull is guided within a guide mechanism, at an end that faces away from the mounting, with sides of the guide mechanism defining a guide direction that is tilted relative to a horizontal axis of the mounting, and

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wherein an angle between the guide direction and the horizontal axis of the mounting is substantially equal to an angle formed between the swiveling axis and the vertical axis of the mounting.

15. (New) A door handle arrangement for a door of a vehicle, comprising an outside handle pull approximately having an upper or underneath side extending approximately horizontal to the vehicle for opening a door lock and the door, said outside handle being mounted at a forward or rear end, relative to a longitudinal axis of the vehicle, to a carrier component within a mounting, such that said handle pull can pivot longitudinally around a swiveling axis, and such that the handle pull pivots toward an outside when the door lock is opened, said swiveling axis intersecting said forward or rear end,

wherein the mounting is designed such that the swiveling axis is tilted relative to a vertical axis normal to the upper or underneath side extending approximately horizontal to the vehicle such that the handle pull pivots upward and toward the outside when the door lock is opened, while the carrier component does not pivot.